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CENTRAL INTELLIGENCE AGENCY

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TRANSPORTATION INFORMATION ON RUMANIA

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The Macazul shop in Ploesti consists of a number of buildings equipped with machinery for the repair of freight cars.

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Work is in progress to enlarge and improve the road which leads from Stalin to Targu Ocna and which passes through Ozun, Bretcu, Poiana Sarata, and Iranic. The road crosses the Carpathians. The Stalin - Ozun section was asphalted and widened from 6 to 8 meters. The Ozun - Bretcu section was asphalted and widened from 4 to 8 meters. Old bridges of from 10- to 15-ton capacity were replaced by reinforced-concrete bridges of from 40- to 50-ton capacity. The Bretcu - Poiana Sarata section was widened from 4 to 8 meters, curves were straightened, and several stretches asphalted. The Poiana Sarata - Targu Ocna section had not been begun in January 1951. Plans called for asphaltting and widening from 4 to 8 meters.

Work is in progress to improve the road from Targu Ocna to Bacau. The road, which passes through Darmanesti, Comanesti, Moinești, and Scorteni, was 5 - 6 meters wide. Plans called for widening to 8 meters and asphalt surfacing.

Work is in progress to widen and improve the road from Piatra Neamt to Bicazul Ardelean and Gheoghieni. The old road was 4 meters wide. Plans called for enlargement to 8 meters and asphalt surfacing.

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The former Voina Works, now known as the Brainer Bela Works, in Stalin, employs 3,500 men in the production of finished railroad cars.

The road from Targu Jiu to Petrosani was widened from 3 or 4 meters to 9 meters. The stretch from Petrosani to Bumbesti-Jiu had been widened before August 1950. Civilians and soldiers were employed. Mechanical equipment and trucks were used.

A central repair shop of the Rumanian Railroad System occupies the building of the former Leonida shop on Stalin Boulevard near Victoria Square in Bucharest. The shop employs approximately 600 men in the repair of automotive equipment. Automotive equipment of the railroad, used for subsidiary service, is brought here. It is of all types and manufactured in various countries.

The 23 August Plant, formerly known as the Malaxa Works, in Bucharest produces ninety 50-ton railroad freight cars per month. The entire production is sent to the USSR. Cars leave the plant complete, even to Russian lettering. A Soviet commission carries out a rigid inspection on each car and rejects those having even the slightest imperfection. Production also includes steam locomotives at the rate of one per month, also sent to the USSR. Locomotives and cars are sent to Iasi for the necessary change in gauge. Output also includes machinery for the petroleum industry, electric motors, machinery for public works, and agricultural equipment.

The Republica Works are part of the 23 August Plant. They produce Mannesman pipes.

The Grivita Plant in Bucharest repairs locomotives and railroad cars.

The Gheorghiu Dej Plant, formerly known as the Apaca, in Bucharest produces uniforms for the army and for the railroad service. It employs 5,600 workers, including many women. It is equipped with modern machinery.

A new railroad line connecting Arad with Nadlac was opened in September 1949. The single-track, standard-gauge line is served by first-, second-, and third-class coaches.

The Astra Vagone Railroad Car Plant is located in Arad, approximately 800 meters west of the railroad station. The plant employs 5,000 men in three 8-hour shifts. It produces passenger and freight cars for export to the USSR. A Soviet inspection commission examines each car. In December 1950, 400 cars were rejected as inferior. It is reported that cars are exposed to the weather for an undetermined period before inspection to determine their resistance to all kinds of climatic conditions. The Soviet commission was assigned to the plant when boards used for cars warped and loosened. In consequence, the managers and technicians were arrested.

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A new standard-gauge, single-track railroad, approximately 40 kilometers long, is being constructed between Pecica and Madiac. Work began at the end of 1945 or the beginning of 1946. The line passes through Semlac.

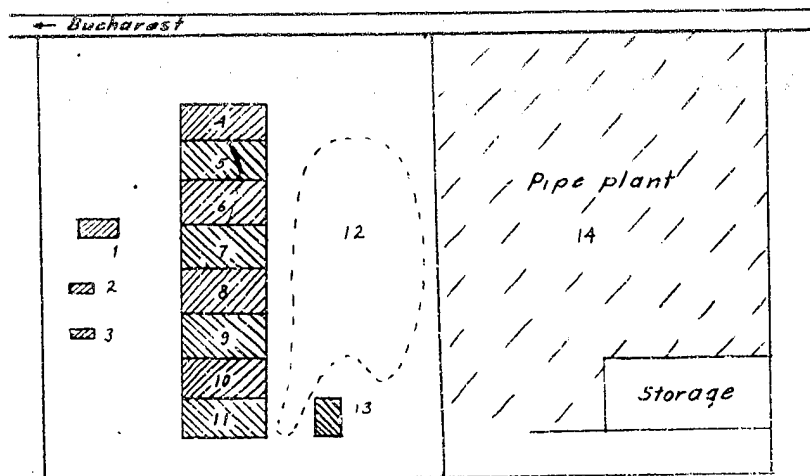
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It is reported that a broad-gauge railroad is under construction from Galati to Reni.

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The Malaxa Works in Bucharest has a Rumanian administration which is Soviet controlled. There are approximately 10,000 workers and 4,000 white-collar workers. The plant produces four or five steam locomotives a month, flat cars, farm tractors said to be patterned on a German model, automobile and locomotive repair parts, Mannesmann pipes, assorted other pipes, 200-kilogram aerial bombs, and small-arms ammunition. The following is a diagram of the factory:

Malaxa Plant, Bucharest



NOTE: Not drawn to scale.

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Legend

1. Administration, two-story building, approximately 25 x 50 meters.
2. Garage for minor vehicle repair, building approximately 10 x 25 meters, employs 20 men. The building also contains a machine shop equipped with two or three old lathes.
3. Carpenter shop, approximately 10 x 25 meters, employs 100 men. Equipment includes 2 electric circular saws, 2 electric band saws, 2 electric planers, and 2 electric drills.
4. Machine shop, approximately 50 x 100 meters, employs 600 - 700 men. It is equipped with lathes, drills, fraising machines, and other items, mostly of German manufacture.
5. Assembly shop, approximately 50 x 100 meters, employs 1,000 men.
6. Electric shop, approximately 50 x 100 meters, employs 300 - 400 men.
7. Finished parts department in above building employs 40 - 50 men.
8. Locomotive works, approximately 50 x 100 meters, employs 2,000 men.
9. Foundry, approximately 50 x 100 meters, employs 300 men. Equipment includes three Martin furnaces and a number of smaller furnaces of other types.
- 10, 11. Finished parts and materials, approximately 50 x 100 meters.
12. Raw-materials storage.
13. Offices, three-story building, approximately 20 x 40 meters.
14. Foundry and pipe manufacture, employs approximately 3,000 - 4,000 men.

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